

AMENDMENTS TO THE SPECIFICATION:

Please replace the *title* at page 1, line 1 with the following revised title:

~~ELECTRICAL~~ SHIFT AND BRAKE CONTROL DEVICE

Please replace the paragraph [0050] with the following rewritten version:

[0050] As best seen in Figure 2, the cycle computer 24 is electrically coupled to the first and second electrical shift control switches 36 and 38 of each of the control devices 12R and 12L via a pair of electrical cords 54. In particular, as seen in Figures 8, 12-14, each of the electrical cords 54 has a pair of first electrical conductors 54a, a pair of second electrical conductors 54b and a pair of third electrical conductors 54c, which are electrically coupled to the first and second electrical shift control switches 36 and 38. When one of the first conductors 54a is electrically connected to one of the second electrical conductors 54b via the first electrical shift control switch 36 or the second electrical shift control switch 38, then a downshift signal is transmitted to the cycle computer 24. On the other hand, when one of the first conductors 54a is electrically connected to one of the third electrical conductors 54c via the first electrical shift control switch 36 or the second electrical shift control switch 38, then an upshift signal is transmitted to the cycle computer 24.

Please replace the paragraph [0053] with the following rewritten version:

[0053] The operating member 61 protrudes out from the cover 66 of the housing 60 such that rotational movement of the operating member 61 causes the electrical contact assembly 62 to move from a normal or rest position to one of the two actuating positions as explained below. The operating member 61 basically has a knob or dial (user engagement element) 70, a pivot shaft 72 and a toggle member 74. The knob 70 is fixedly attached the outer end of the pivot shaft 72 by a set pin 76 that contacts a flat portion of the outer end of the pivot shaft 72. The inner end of the pivot shaft 72 has the toggle member 74 fixedly coupled thereto. Thus, rotation of the knob 70 by the rider causes the pivot shaft 72 and the toggle member 74 to rotate therewith.

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Reply to Office Action of April 6, 2005

Please replace the paragraph [0054] with the following rewritten version:

[0054] Preferably, a bearing assembly 78 is positioned between the cover 66 and the pivot shaft 72 such that the operating member 61 pivots or rotates smoothly about a rotationally operating axis or pivot axis A2. Preferably, the pivot axis A2 of the operating member 61 lies in the brake lever operating plane P of the brake lever 32. Thus, the pivot axis A2 of the operating member 61 is substantially perpendicular or orthogonally arranged relative to the brake pivot axis A1. The operating member 61 includes a first or primary actuating member or protrusion 61a arranged at a first angular location relative to the pivot axis A2, and a pair of secondary actuating members or protrusions 61b and 61c arranged at second and third angular locations relative to the pivot axis A2 that are space from the first angular location of the first actuating member 61a.

Please replace the paragraph [0060] with the following rewritten version:

[0060] This arrangement of the leaf spring 90a together with the first and second mounting elements 84a and 84c form parts of an audible clicking element structure that is configured and arranged to produce an audible sound that occurs upon selective movement of the operating member 61 to the first actuating position. In other words, an audible clicking sound occurs simultaneous with the movable engagement surface of the contact element 84b engaging the stationary engagement surface of the contact element 82b.

Please replace the paragraph [0064] with the following rewritten version:

[0064] This arrangement of the leaf spring 90b together with the first and second mounting elements 88a and 88c form additional parts of the an audible clicking element structure that is further configured and arranged to produce an audible sound that occurs upon selective movement of the operating member 61 to the second actuating position. In other words, an audible clicking sound occurs simultaneous with the movable engagement surface of the contact element 88b engaging the stationary engagement surface of the contact element 86b.